

# BookletChart™

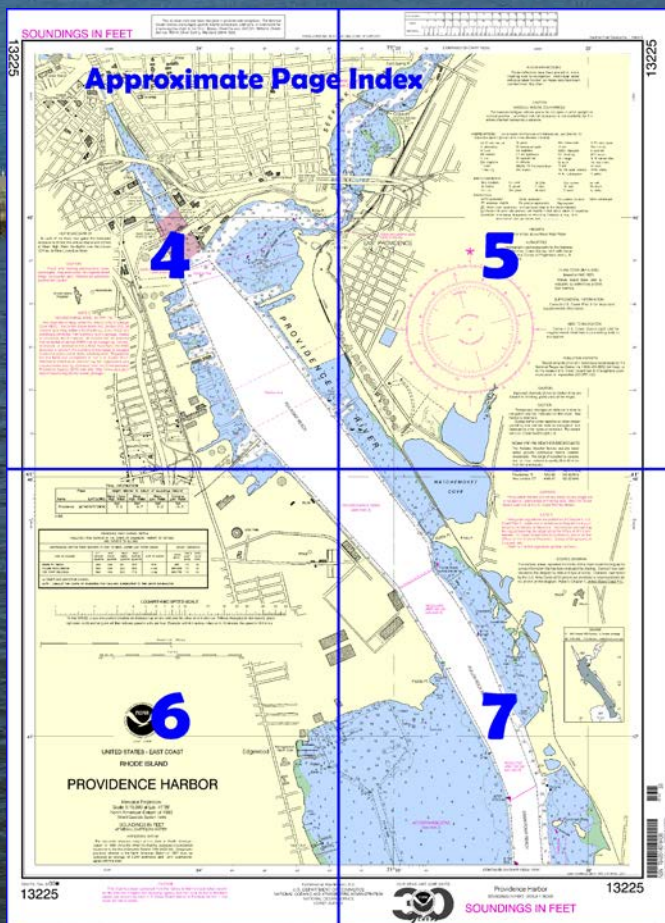
## Providence Harbor NOAA Chart 13225



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

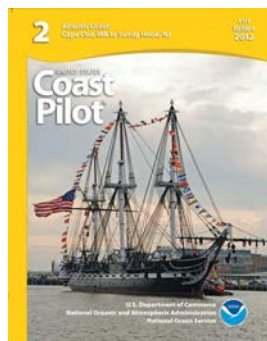
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13225>.



### (Selected Excerpts from Coast Pilot)

**Providence River**, which empties into the head of Narragansett Bay between **Nayatt Point** and **Conimicut Point**, is the approach to the city of Providence, numerous towns and villages, and to Seekonk River.

**Providence** is at the head of navigation on the Providence River, about 7 miles above the entrance, at the junction of the Providence and Seekonk Rivers. The port area includes both sides of the upper navigable channel of the river. The port's

chief waterborne commerce is in petroleum products, cement, lumber, steel scrap metal, general cargo, and automobiles.

**Occupessatuxet Cove**, on the west side of the river north of Conimicut

Point, is a shallow bight south of **Gaspee Point**. The cove is frequented only by small craft with local knowledge.

**Pawtuxet Cove**, used by pleasure and fishing craft, on the west side of Providence River, is entered about 1 mile northward of Gaspee Point through a dredged channel. The entrance channel leads westward to the cove, thence the channel turns northward and leads to a turning basin at the head of the cove. An anchorage basin extends southward from the entrance channel. The entrance channel is marked by buoys. In 2011, the controlling depth was 6 feet in the entrance channel and the turning basin; 5 to 6 feet was available in the anchorage basin. A 12-foot-high protective dike along the east side of the anchorage basin extends southward from **Marsh Island**, on the south side of the entrance channel, to **Rock Island**. **Pawtuxet** is a village on the west side of the cove.

The **harbormaster** in the cove controls anchoring and berthing; he can be contacted through the Warwick City Hall. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, and a 15-ton mobile hoist are available. A flatbed trailer can haul out craft to 50 feet long for complete hull and engine repairs.

A yacht club is on the west side of Providence River about 1 mile northward of the entrance to Pawtuxet Cove. Gasoline and guest berths are available.

A privately dredged channel leads from the main channel in Providence River, eastward of Pawtuxet, to a small-craft facility about 0.45 mile southwestward of **Fields Point** (41°47.2'N., 71°22.9'W.). The channel is marked by buoys and, in 1998, had a reported controlling depth of 8 feet. The ruins of the piers of a former Naval Reserve facility are on the south side of Fields Point immediately eastward of the yacht club; this area should be avoided.

**Seekonk River**, which branches off northeasterly from Providence River at Providence, is the approach to **Phillipsdale** and **Pawtucket**. The head of navigation is at Pawtucket, 5 miles above the mouth. Commerce on the river is chiefly in petroleum products. A marina at Pawtucket can provide berths, electricity, water, gasoline, storage facilities, marine supplies, and hull and engine repairs. A flatbed trailer at the marina can haul out craft to 40 feet long. In 1981, a reported depth of 12 feet was available alongside the marina berths.

**Prominent features.**—**Conimicut Light** (41°43'01"N., 71°20'42"W.), 58 feet above the water, is shown from a white conical tower on a brown cylindrical pier on the west side of the entrance to Providence River. A sound signal is sounded at the light station. An abandoned lighthouse on Nayatt Point is also prominent in the approach to the river.

**Anchorage.**—Vessels anchor as directed by the **harbormaster** on the edge of the channel between Fields Point and Fox Point. Eastward of Fox Point, a few vessels may anchor in the area where a portion of Green Jacket Shoal was removed. Preferred small-craft anchorages are in Bullock Cove and Pawtuxet Cove.

**Dangers.**—Numerous rocks and ledges border Providence River Channel on either side. Navigational aids mark the shoal areas off **Bullock Point**, about 1.5 miles above the mouth; off **Sabin Point**, about 3 miles above the Mouth; off **Pomham Rocks**, about 3.5 miles above the mouth; off **Fuller Rock**, about 5 miles above the mouth and **Green Jacket Shoal**, east of Fox Point about 7.4 miles above the mouth.

Providence River channel, between Narragansett Bay Entrance Lighted Whistle Buoy NB and Fox Point, is a **regulated navigation area**.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555



# Table of Selected Chart Notes

## PLANE COORDINATE GRID (based on NAD 1927)

Rhode Island State Grid is indicated by dotted ticks at 5000 foot intervals.


## HEIGHTS

Heights in feet above Mean High Water.

**Mercaator Projection**  
Scale 1:10,000 at Lat. 41°38'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

## CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution. 

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz
New London, CT	KHB-47	162.550 MHz

## HURRICANE BARRIER

At each of the three river gates the horizontal clearance is 20 feet, the vertical clearance is 21 feet at Mean High Water, the depths over the sills are 12.9 feet at Mean Lower Low Water.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
Refer to charted regulation section numbers.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/cwow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/cwow/oceans/regulatory/vessel_sewage/)

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.340" northward and 1.843" eastward to agree with this chart.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isb isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Providence	(41°48'N/71°24'W)	4.8	4.6	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Nov 2009)

## PROVIDENCE RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2012  
AND SURVEYS TO JUN 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
SABIN POINT REACH	36.2	40.0	40.0	37.4A	2.6-10	600-910	1.1	40
FULLER ROCK REACH	37.6B	39.1	38.6	37.4	2.6-10	700-990	0.9	40
FOX POINT REACH	34.6C	38.2D	38.8D	25.4E	2.6-10	700-1690	1.5	40

A. EXCEPT FOR SHOALING TO 34.2 FEET WITHIN 40 FEET OF LIMIT FROM ABOUT 200 FEET TO 1200 FEET UPSTREAM OF BUOY FL R-30.  
B. EXCEPT FOR SHOALING TO 34.7 FEET WITHIN 40 FEET OF LIMIT FROM ABOUT 200 FEET TO 3750 FEET UPSTREAM OF BUOY FL G-37.  
C. EXCEPT FOR SHOALING TO 23.4 FEET IN THE LAST 400 FEET OF CHANNEL.  
D. EXCEPT FOR SHOALING TO 26.8 FEET IN THE LAST 400 FEET OF CHANNEL.  
E. EXCEPT FOR SHOALING TO 24.3 FEET IN THE LAST 400 FEET OF CHANNEL.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

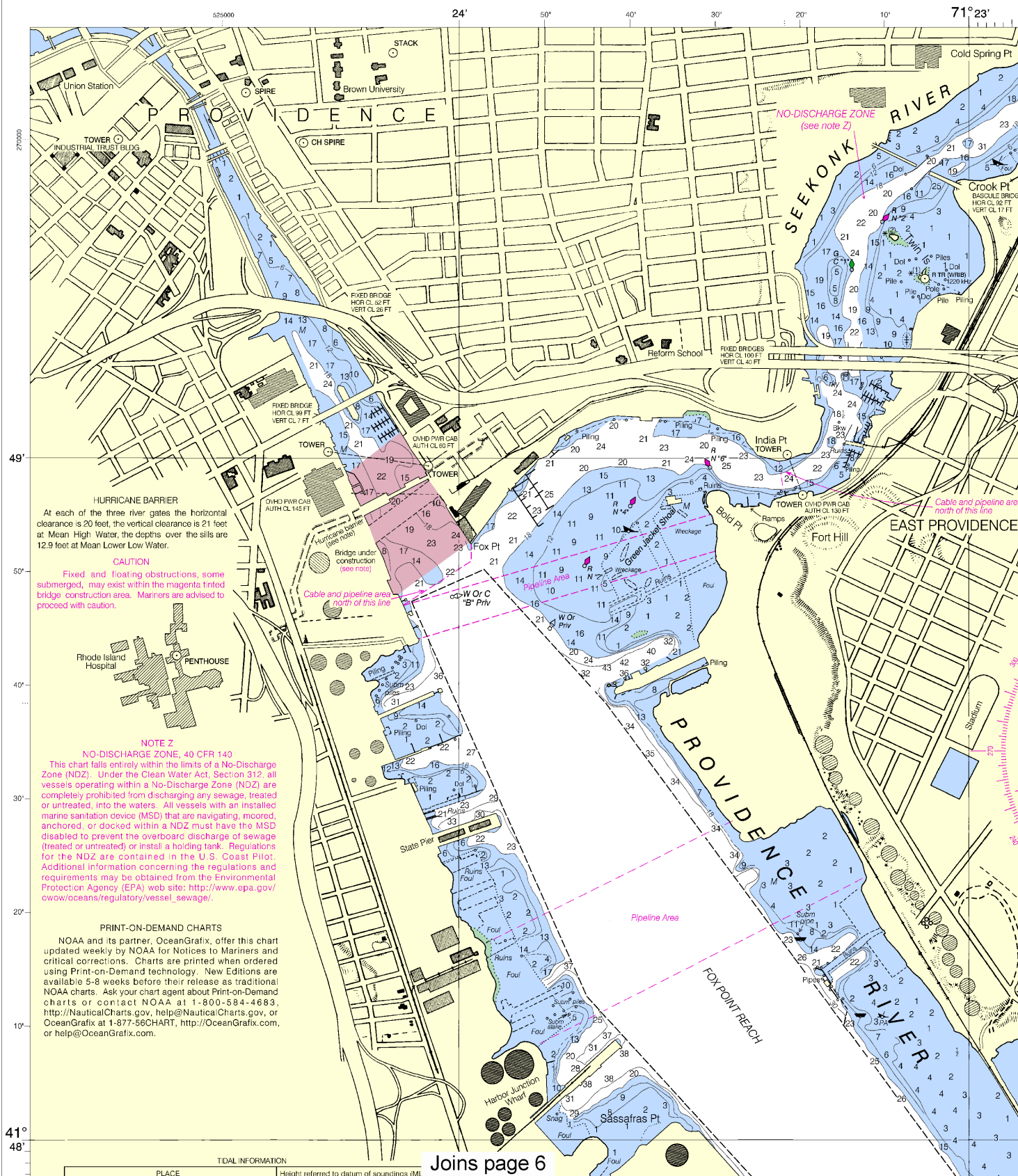
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 352, 1st Ed. June 1865 C-1897-18 KAPP 2131

FATH  
FEET  
METERS

# SOUNDINGS IN FEET

13225



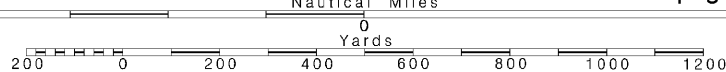
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Note: Chart grid lines are aligned with true north.

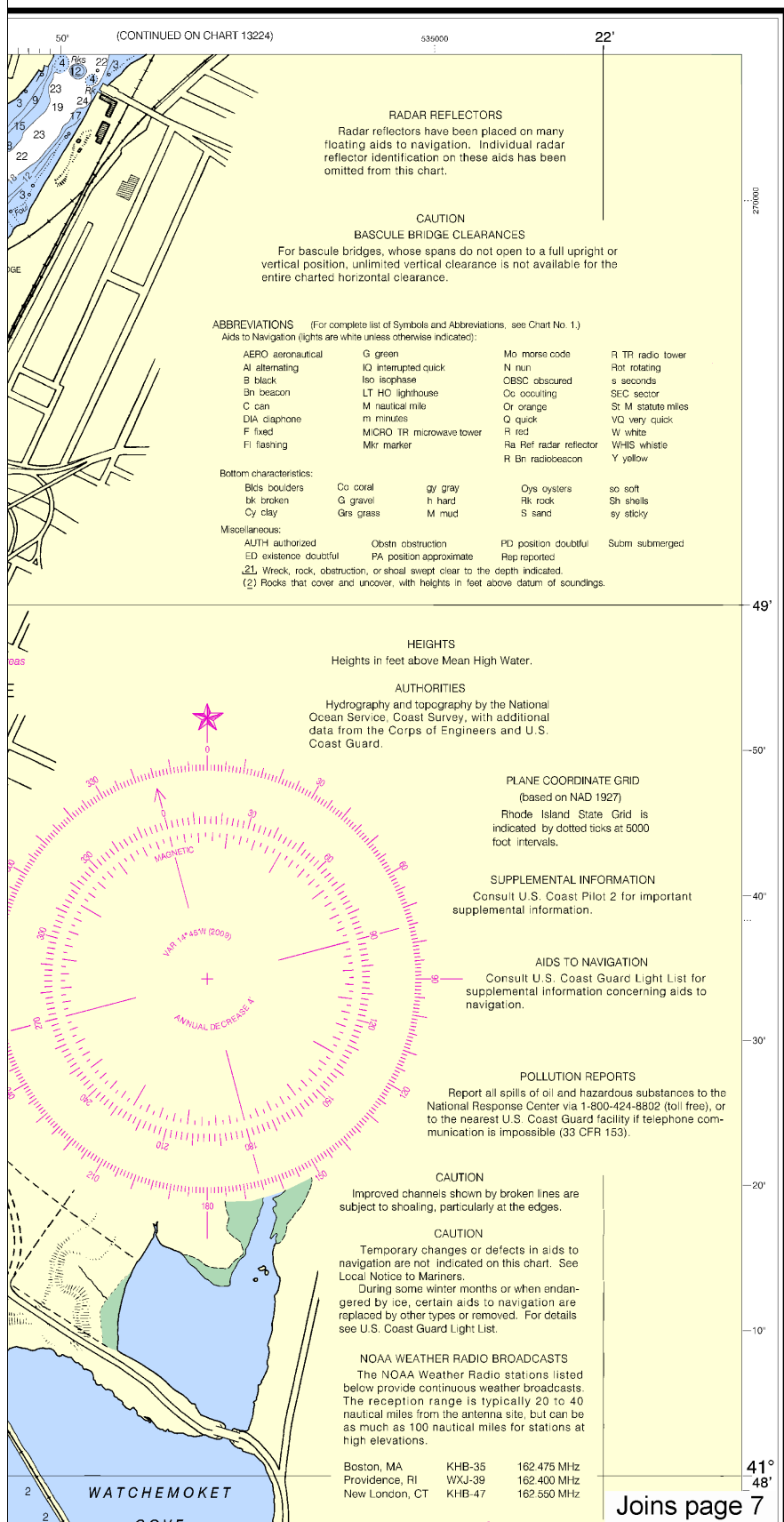
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



HOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18



13225

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Joins page 4

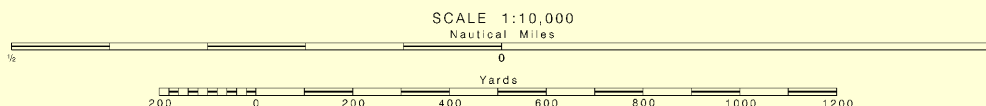
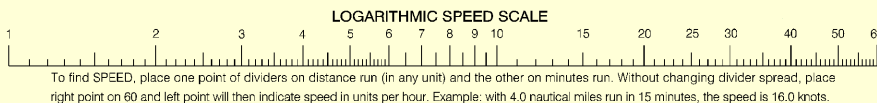
41°  
48'

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NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND

# PROVIDENCE HARBOR

Mercator Projection  
Scale 1:10,000 at Lat. 41°38'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HORIZONTAL DATUM

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525000

24'

50'

40'

30'

20'

10'

71°23'

34th Ed., Dec./09 ■ Corrected through NM Dec. 5/09  
Corrected through LNM Nov. 17/09

13225

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

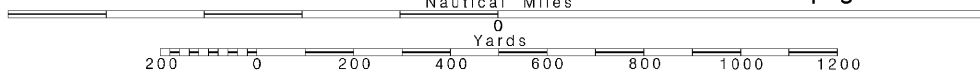
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





7



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker